

OUR JOBBING DEPARTMENT.  
HAVING been REPLEN-  
ISHED with a large se-  
lection of the latest European  
and American NOVELTIES,  
we are prepared to execute  
orders for FANCY WORK with  
neatness and despatch, and at  
very moderate rates.

"CHINA MAIL" OFFICE.

VOL. XLX. No. 9898.

號五十年四九百八十一英

Established February, 1845.

THE HONGKONG CHINESE MAIL  
報字華港香  
Hongkong Wa Ip Yat Po,  
ISSUED DAILY.  
CHIN UN MAI,  
Manager and Publisher.  
SUBSCRIPTION:  
Five Dollars a year, deliverable in Hong  
kong. One-half yearly amount,  
including postage.

# China Mail.

HONGKONG, MONDAY, NOVEMBER 5, 1894.

日初月十年午申

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON: F. ALAB, 11 & 12, Clement's Lane, Lombard Street, E.C. George STAKER & Co., 30, Cornhill. GORDON & GORCH, Ludgate Circus. E.O. BATES HENRY & Co., 37, Walbrook, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street. W. M. WILKS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE: — MATHERNE, FAURE & Co., 18, Rue de la Grange Bateliere.

NEW YORK: — J. STEWART HAPPER, THE CHINA EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO AND American Ports generally: — BRAN & BLACKE, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND: — GORDON & GOUGH, Melbourne and Sydney.

CEYLON: — W. M. SMITH & Co., The APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.: — KELLY & WALSH, LTD., Singapore.

CHINA: — Macao, A. DA CRUZ, Amoy, N. MOALE & Co., LIMITED, Foochow, HENDE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Fochow, LANE, CRAWFORD & Co., and KELLY & Co.

## Banks.

THE BANK OF CHINA, JAPAN, T AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.

CAPITAL CALLED UP, £251,935.15.0.

Banker: CAPITAL & COUNTIES BANK, LIMITED.

Head Office: 3, PRINCES STREET, LONDON.

Branches: BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies: PEKING, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INGBALD, Manager.

Hongkong, November 6, 1894. 247

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

RESERVE FUND, \$3,450,000.

RESERVE LIABILITY, \$10,000,000.

PROPRIETORS, \$10,000,000.

COURT OF DIRECTORS: —

C. J. HOLLIDAY, Esq.—Chairman.

J. S. MOSEY, Esq.—Deputy Chairman.

R. M. GRAY, Esq.—Hon. A. Macdonald.

H. H. JONES, Esq.

Hon. J. J. KESWICK, D. R. SASOON, Esq.

Julius Kramer, Esq.

Chief Manager: Hongkong—T. JACKSON, Esq.

Manager: Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. on annum on the daily balance.

On FIXED DEPOSITS: —

For 3 months 3 per cent. per annum.

" " 4 " "

" 12 " 5 "

T. JACKSON, Chief Manager.

Hongkong, August 18, 1894. 332

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP ... £500,000.

RESERVE LIABILITY OF SHAREHOLDERS ... £500,000.

RESERVE FUND ... £275,000.

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balance.

On Fixed Deposits for 12 months 5 %

" " 6 " 4 %

" " 3 " 3 %

A. C. MARSHALL, Manager, Hongkong.

Hongkong, May 17, 1894. 825

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL, £1,500,000.

SUBSCRIBED, £1,125,000.

PAID-UP, £2,500,000.

Bankers: LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS: —

For 12 Months, 5 %

For 6 Months, 4 %

For 3 Months, 3 %

JOHN THURBURN, Manager, Hongkong.

Hongkong, June 18, 1894. 228

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

3 PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 5 PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation,

T. JACKSON, Chief Manager.

Hongkong, May 18, 1894. 1515

## Intimations.

BIBLE, BOOK, AND TRACT DEPOT,  
6, D'AGUILAR STREET.

CHRISTMAS CARDS.  
LATEST DESIGNS.  
GREAT VARIETIES.

Hongkong, November 3, 1894. 1774

HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS in the above Com-  
pany are requested to furnish the  
Underwritten with a List of their Contri-  
butions for the year ending 31st December  
last, in Order that the DISTRIBUTION of  
the PROFITS reserved for Contributions  
may be arranged. Returns not rendered  
prior to the 30th DAY of NOVEMBER next,  
will be adjusted by the Company, and no  
Claims or Alterations will be subsequently  
admitted.

JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong Fire Insurance Co., Ltd.  
Hongkong, October 31, 1894. 1745

CHINA FIRE INSURANCE  
COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS are hereby requested  
to send in to this Office a List of  
their CONTRIBUTIONS for the year  
ending 31st December last, in Order that  
the PAYMENT of PROFITS for that year to  
be PAID TO Contributors may be  
arranged. Returns not sent in before  
the 30th Instant will be made up by the  
Company, and no subsequent Claims or  
Alterations will be allowed.

By Order of the Directors,

JAS. B. GOUGHTRIE,  
Secretary.

Hongkong, November 1, 1894. 1754

BANKS.

THE BANK OF CHINA, JAPAN, T AND THE STRAITS, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1893.

SHAREHOLDERS are hereby requested

to send in to this Office a List of their

CONTRIBUTIONS for the year

ending 31st December last, in Order that

the PAYMENT OF PROFITS for that year to

be PAID TO Contributors may be

arranged. Returns not sent in before

the 30th Instant will be made up by the

Company, and no subsequent Claims or

Alterations will be allowed.

By Order of the Board,

DOUGLAS JONES,  
Acting Secretary.

Hongkong, October 6, 1894. 1610

WINTER STOCK OF

FENDERS

(\$3.50 to \$40.00 each).

FIRE IRONS

(\$2.50 to \$20.00 set).

W. POWELL & Co.

Hongkong, October 20, 1894. 1742

WINTER STOCK OF

FENDERS

(\$3.50 to \$40.00 each).

W. POWELL & Co.

Hongkong, September 28, 1894. 1564

WINTER STOCK OF

FENDERS

(\$3.50 to \$40.00 each).

W. POWELL & Co.

Hongkong, September 28, 1894. 1564

WINTER STOCK OF

FENDERS

(\$3.50 to \$40.00 each).

W. POWELL & Co.

Hongkong, September 28, 1894. 1564

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W. POWELL & Co.

Hongkong, September 28, 1894. 1564

WINTER STOCK OF

FENDERS

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W. POWELL & Co.

Hongkong, September 28, 1894. 1564

WINTER STOCK OF

FENDERS

(\$3.50 to \$40.00 each).

W. POWELL & Co.

Hongkong, September 28, 1894. 1564

WINTER STOCK OF

FENDERS

(\$3.50 to \$40

## To-day's Advertisements.

## HONGKONG FOOTBALL CLUB.

HONGKONG FOOTBALL CLUB v.  
THE "UNDAUNTED," RUGBY  
MARCH TO-MORROW (TUESDAY). Kick-  
off, 4.45 p.m.

FRANK BROWNE,  
Hon. Secretary.

Hongkong, November 5, 1894. 1781

THE CHINA AND MANILA STEAMSHIP  
COMPANY, LIMITED.

## FOR MANILA VIA AMOY:

The Co.'s Steamship  
*Emeralda*,  
Capt. T. H. Tayler, will be  
despatched from the above  
Port TO-MORROW, the 6th instant, at  
5 p.m., instead of as previously advertised.  
This Steamer has superior Accommodation  
for Passengers, and is fitted with the  
Electric Light.

For Freight or Passage, apply to  
SHREWDY & CO.,  
General Managers.

Hongkong, November 5, 1894. 1785

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW, AMOY AND  
TAIWANFOO.

The Co.'s Steamship  
*Thales*,  
Capt. Barthwell, will be  
despatched for the above  
Ports on WEDNESDAY, the 7th Inst., at  
Daylight.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & CO.,  
General Managers.

Hongkong, November 5, 1894. 1780

## FOR SHANGHAI:

The Steamship  
*Nanyang*,  
Capt. Th. Lindemann, will be  
despatched for the above  
Port on WEDNESDAY, the 7th  
instant, at 4 p.m.

For Freight or Passage, apply to  
SIEMSEN & CO.

Hongkong, November 5, 1894. 1783

FOR YOKOHAMA AND KOBE:

The Steamship  
*Frigga*,  
Captain L. Madsen, will be  
despatched to the above  
Ports on WEDNESDAY, the 7th  
instant, at 4 p.m.

This Steamer has superior Accommodation  
for First and Second Class Passengers,  
and carries a Doctor and a Stewardess.

For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.

Hongkong, November 5, 1894. 1784

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SURZ CANAL:

The Steamship  
*Panama*,  
Capt. WILLIAMS, will be  
despatched above on  
WEDNESDAY, the 7th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWINE,

Agents.

Hongkong, November 5, 1894. 1713

AUSTRIAN LLOYD'S STEAM  
NAVIGATION COMPANY,  
(UNDER MAIL CONTRACT WITH THE  
AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG,  
COLOMBO, BOMBAY, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, VENICE, FIUME AND  
TRISTESE.

(Taking Care at through rates to CAL-  
OUTTA, MADRAS, PERSIAN GULF,  
RED SEA, BLACK SEA, LEVANT  
and ADRIATIC PORTS.)

Also to NATAL, EAST LONDON, PORT  
ELIZABETH & CAPE TOWN.

The Co.'s Steamship  
*Frider*,  
Captain A. Madsen, will be  
despatched above on  
FRIDAY, the 6th instant.

Goods will be received on board after  
3 p.m. prior to date of sailing.

For further information as to Passage  
and Freight, apply to

SANDER & CO.,  
Agents.

Hongkong, November 5, 1894. 1776

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE S.S. *Frigga*, Captain L. Madsen,  
having arrived from the above Ports,  
Consignees of Cargo are hereby requested  
to send in their Bill of Lading for counter-  
signature by the Undersigned, and to take  
immediate delivery of their Goods from  
aboard.

Optional Cargo will be forwarded unless  
notified to the contrary by the Undersigned  
TO-DAY.

Any Cargo impeding her discharge will  
be landed into the Godowns of the Hong-  
kong & Kowloon Wharf & Godown Co., Ltd.,  
and stored at Consignee's risk and expense.

No Claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining undelivered after the 12th Inst.,  
will be subject to rent.

All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they will  
be examined on the 12th Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO.,  
Agents.

Hongkong, November 5, 1894. 1778

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNERS.

STEAMSHIP ORONO,  
FROM GLASGOW, LIVERPOOL AND  
STRaits.

CONSIGNERS of Cargo are hereby in-  
formed that all Goods are being  
landed at their risk into the Godowns of  
the Hongkong and Kowloon Wharf and  
Godown Co., at Kowloon, whence and/or  
from the Wharves delivery may be obtained.

No Claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining undelivered after the 10th Inst.,  
will be subject to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before  
the 10th instant, or they will not be re-  
cognized.

All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they will  
be examined on the 10th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARRILL & CO.,  
Agents.

Hongkong, November 5, 1894. 1775

## To-day's Advertisements.

## KOBE BEEF.

THE WINTER season now approaching,  
enables us to re-commence the Ship-  
ping of PRIME JOINTS and ROUNDS of  
CORNED BEEF by each F. & O. Steamer.  
Orders for XMAS ROUNDS of SPICED  
CORNED BEEF should reach us at an  
early date.

GEO. WHYMARK & CO.,  
81, Division St.,  
KOBE.

1782

KOBE.

KOBE

## THE CHINA MAIL.

HAMSTON'S Circus arrived from Japan yesterday by the *Vicuna*, and already the Circus has been erected at West Point, permission to establish the tents in the rear of the Cricket Ground, on the Praia Reclamation, having been refused. The whole of the Circus fittings, as well as the Manager, which is a valuable adjunct of the Circus, were landed in good order. The opening performance takes place to-morrow evening; and seats may be booked at Messrs Kelly and Welsh. This is the most popular Circus that visits Hongkong, and during its brief stay here it should be well patronised.

A PAINFUL incident occurred this morning during the voyage of the *Hengchuan* from Macao to Hongkong. About half-past eight o'clock, shortly after the steamer had passed the Praia Grande, Macao, an old man named M. F. de P. Rodrigues jumped overboard. Lifebuoys were thrown to him: the steamer was stopped and a boat lowered, and he was picked up in an insensible condition. Dr Rosa, who was a passenger by the same steamer, applied restoratives and worked hard to save Rodrigues, but he expired about an hour afterwards from the effects of his immersion. Upon the arrival of the *Hengchuan* at Hongkong, the body was handed over to the Police, by whom it was taken to the Mortuary. It is supposed that poverty and sickness had driven the deceased to commit suicide. He leaves a widow in Macao, and a son in Manila. He was over 60 years of age.

THAT incident at Aden between the Admiral and the P. & O. captain is worth a special poem. We all know the P. & O. officer's Hindustani vocabulary beginning with "Hindustani words are few; they couldn't well be fewer." I would suggest a "Navigation verse" for P. & O. officers based on somewhat similar lines, says a writer in the *Times of Ceylon*:

## THE NAVIGATOR'S GUIDE.

Navigating rules are few,  
You'll learn them in a week,  
Don't make a flagship at astern,  
Or you'll be puffed fit 'check'.  
Don't disregard a right too,  
The euro to the row.  
And in Eastern waters you may get  
A shot across your bows,  
Remember that an Admiral  
Is a British ruling wark,  
And understand all merchant-folk,  
Are Britons who are slaves!

## THE MAXIM GUN COMPANY.

On Saturday last the Maxim Gun Corps, under Captain Murray, A.D.C., had a very instructive and pleasant outing at Saiman Bay. About twenty-five members of the Company turned up at Head-quarters, and at 2.15 p.m. started with four guns for the Commissariat pier, where they embarked on board the *Tommie Atkins* for Lymsoon. The guns were towed alongside on a pontoon. Arrived at the Lymsoon R.A. jetty at about 3.30 the Company disembarked, and marched through Shaukiwan village. They turned up the gap at the end of the village and leaving the road on the crest turned down over a very rough track into the Chinese cemetery overlooking Saiman Bay. Upon arrival they could not get a good sight of the bay, so it became necessary to unlimber the guns and haul them through the scrub and over the rocks, until they regained the crest of the ridge. The guns then came into action about 4.30 p.m., opening fire at 1,750 yards on four different targets. After firing about 80 rounds per gun, the second line of targets was fired at, a range of about 1,600 yards, and finally the whole fire of the guns was concentrated on two targets about 800 yards off. The light then giving out it was deemed inexpedient to indulge in carbine shooting as contemplated; so the guns, after the water had been run off and they had been fixed up, were taken up to the cemetery again and the detachments fell out for well-earned refreshments. It was about 5.30 p.m. when the Company started back, and after a pleasant tramp through Shaukiwan, Quarry Bay, &c., they got to Headquarters at 8.45 p.m. and dismissed.

The shooting with the Maxim guns, on the whole, was very satisfactory. The men on the guns seemed to get the range very quickly and accurately, and there is no doubt that there really beat an enemy in the Bay these beautiful guns would have made their presence dismally felt. These cuttings are most useful in training men to circumstances likely to arise during active service, and the officers and men would, no doubt, like to see them carried out as often as permitted.

The Company has given up the use of ponies for draught purposes and the opinion has been expressed that they have made a decided change for the better in getting coolies instead. The coolies seem to be all that is required, and looked very smart in the uniform provided for them.

ABOUT 5 p.m. on the 22nd ult. a very severe earthquake occurred in various districts of Yamagata Ken, Japan, resulting in the loss of no less than 300 lives. Many people were wounded. The number of houses burnt or damaged by the shocks is calculated at over 1,600. The last disaster occurred there 31 years ago.

A ROMAN correspondent states that the Congregation of the Propaganda have sent numerous subsidies to the Catholic missions in China in view of recent events. The Vatican is in communication with France, which has a protectorate over the missions, in order that it may intervene with other European Powers in favour of the missionaries, who have sent to the Propaganda very alarming reports.

## ROYAL HONGKONG YACHT CLUB.

OPENING CRUISE.  
The opening cruise of the Royal Hongkong Yacht Club took place yesterday, in favourable weather. With the exception of the *Seabreeze* and the *Pearl*, the whole of the fleet put in an appearance. The boats are as follow:-

*Petrel* ... lug... Royal Artillery.  
*Payne* ... lug... Royal Engineers.  
*Dart* ... lug... 53rd Regiment.  
*Stella* ... lug... { Capt. Sterling, A.D.C.  
Mr F. H. May.  
*Ladybird* ... lug... Mr C. D. Wilkinson.  
*Arrow* ... lug... Mr A. Denison.

## Second Class.

*Cam* ... lug... Mr F. Howell.  
*Efin* ... lug... Mr G. P. Lamerton.  
*Kitten* ... lug... Capt. Murray, A.D.C.  
*Sloop* ... lug... Mr C. H. Gale.  
*Mary Ann* ... lug... Dr Lawson.  
*Arrow* ... lug... Lieut. Carey, R.A.

The *Dart* led the way about mid-day from the *Victor Emmanuel*. The *Dart* was flying the barge of the Club's Commodore, Major Elyon, and all the boats displayed their new colours with the blue ensign and the Club barge. There was a whale-bell breeze, and the Commodore led the way round the western end of Stonecutters Island, and that it was a beat up to the bay at Laichikok which was reached about an hour after the start. About 60 men and their friends sat down toiffin in the Customs matched at Laichikok. In the afternoon the usual ladies' race was sailed, the course being from the Laichikok Pier to the Trocas buoy and back. The *Dart* (with Mrs Elyon at the tiller) got off with a good lead, followed by the *Stella* (steered by Miss Boyes and having on board Commodore Payne), *Payne* (Miss B. Hancock), *Ladybird* (Mrs Moore), *Petrel* (Mrs Drury), and *Efin* (Mrs Denison). The following second class boats also took part in the race: *Efin* (Mrs G. P. Lamerton) and *Kitten* (Miss Barker). In the light breeze, the *Dart* increased her lead and got round the buoy first. She was never headed and won easily from the *Stella*. The new boat *Efin* had a bad start, but managed to catch up several of the boats after rounding the Trocas buoy. The *Kitten*, which also had a bad start, was practically out of the race from the beginning.

It was a pleasant sail home in the evening in a light and steady breeze. The day's outing was one of the most enjoyable since the Club was constituted.

The first Club race takes place on Sunday next.

The *Efin*, Mr Denison's new boat (his old *Pearl* having passed into the hands of Mr. W. H. Wielcham) held her own and more with some of the first-class boats.

*She* swings round, in going about, at a tremendous rate, and her helmsman has to hold on for all he is worth. This quality may prove dangerous in a following sea, but if she can be kept straight she will distinguish herself before the end of the season.

The *Ladybird* has got new sails. It was not until the return journey that they got into anything like form. They are without battens, rendered possible, perhaps, by the straight leach. She has a long and perpendicular yard.

Since last season, the owner of the *Cam* has given her a new counter, which makes her 24 feet over all, and she, like the *Ladybird*, is equipped with new sails. They are not sailing very well. The most noteworthy feature is the sloop's extremely short mast.

In the reach to Laichikok the *Petrel* showed very good form.

In the course of an interview on the subject of the manning of armed cruisers by Naval Reserve officers and men, an official of the Peninsular and Oriental line said:-

We have a larger proportion of Naval Reserve men on the ships of our fleet than any other company. The fact is that the company have taken a great personal interest in the Naval Reserve; they can see how vital it is to our commerce to have a good reserve, and we have a great many Naval Reserve men in our service.

The highest rank which is given a Naval Reserve officer is that of Lieutenant. Our commanders only rank as that. Only 300 lieutenants are provided for in the scheme, and my information is to the effect that 230 commissions have been issued, and of these 45 are in our service. Beyond that we have nothing like 150 sub-lieutenants and midshipmen—and a midshipman in the Royal Naval Reserve may be a first officer—also in our employ. Our agreement with the Admiralty is that two-thirds of the officers and one-half of the remaining crew shall be Naval Reserve men, and we carry all the crews will be future naval officers. The fact is that the Royal Naval Reserve meet that is very fine on paper, but I should like to know where you are going to get that man from. There are not enough Royal Naval Reserve men to go round. The inducements are not sufficient to make them join. This is especially on the case of engineers who are not afraid of the sea.

The British naval officer who was for nine years in the service of China as the organizer of the navy of that country has been interviewed.

"I am afraid," he said, "that things are not as they were when I left four years ago. There is splendid material in the men, but the inherent conservatism of the Chinese people, their absolute indifference to all that goes on outside, and the want of anything like esprit de corps are an immeasurable barrier to progress. When I was there the fleet was capable of doing anything, and I should not have been afraid to take it anywhere. But it is too much to expect that that state of efficiency should be maintained. The fact is that the Chinese never expected to go to war. They treated Japan with the utmost contempt, and Japan for her part had the same feeling for China."

Now that they are actually engaged the Chinese are, no doubt, less prepared than they would have been a few years ago.

It is not that the ships are inefficient or the men wanting in courage, but they are an Eastern race with the worst characteristics of Eastern races fully developed—there is not the least patriotism among either officers or men. They are, however, as brave as any could wish, and absolutely fearless of death. In my day the officers were of a different class, indifferent to most things which did not tend to their own personal advancement.

"It is difficult to tell from the conflicting accounts which fleet gained the advantage

## HONGKONG RIFLE ASSOCIATION.

LONG RANGE GUN AND SPOONS.  
There was a small attendance on Saturday, and the light was exceedingly bad, which accounts for the poor scores made. The Cup was won by Major Wrottesley, and the Spoons by Petty Officer T. Bishop, R.N., and Capt. A. D. G. Palmer. The following are the best scores:-

Name.	Rif.	Sp.	Total	Rif.	Sp.	Total
Mr. Wrottesley	56	29	84	12	75	
Petty Officer T. Bishop	56	22	78	12	75	
Capt. A. D. G. Palmer	56	18	74	12	71	
Mr. R. V. Hunter	56	18	74	12	71	

## CRICKET.

H. K. BOYERS & CO. COMPANY, S.L.L.  
A match was played at the Happy Valley on Saturday between teams of the Hongkong Rovers and C. Coy. of the S.L.L. The Rovers won. For the winners Hooper captured seven wickets for 13 runs; for the Rovers, Kerr secured four wickets for 20 runs and Robinson three for 13:-

H. K. ROVERS.		C. COY.		S. L. L.	
W. H. Wylie	b Wall	16			
Cunningham	b Hooper	0			
Kerr	b Hooper	4			
Robinson	b Martin	5			
Langley	b Derry	0			
McLardy	b Hooper	3			
Strathie	b Hooper	0			
Ninnis	b Hooper	4			
Rich	b Crowther	0			
Nichols	not out	0			
Thompson	b Hooper	4			
Extras		37			
Total		100			

C COMPANY.		P. CO. COMPANY.		H. K. ROVERS.	
Pte. Bastin	b Kerr	0			
Pte. Derry	b Kerr	18			
Pte. Hooper	b Langley	4			
Le. Garey	b Kerr	15			
Le. Jones	b Kerr	16			
Pte. Wall	b Robinson	0			
Pte. Martin	b Robinson	4			
Pte. Parry	not out	4			
Wagnall	not out	0			
Joues	not out	5			
Extras		5			
Total for 8 wkt.		98			

100 Total for 8 wkt.

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## Mails.

## Mails.

## Mails.

**U. S. Mail Line.**  
**PACIFIC MAIL STEAMSHIP COMPANY.**  
VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**  
City of Rio de Janeiro, WEDNESDAY, Nov. 7, Kobe, Inland Sea and Yokohama, India, Aden, Egypt, MEDITERNEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for EATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship ROSETTA, Captain G. W. F. Brown, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 8th November, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the CARTHAGE, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 1st DECEMBER, 1894.

The U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, 7th November, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders to MISSIONARIES, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

General Invoice to accompany Cargo destined to points beyond San Francisco. In the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,  
Acting Agent.

Hongkong, October 30, 1894. 1693

**Occidental & Oriental Steamship Company.**

**TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.**

VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**  
Kobe (via Nagasaki), WEDNESDAY, Nov. 21, at daylight.  
Relay (via Nagasaki), WEDNESDAY, Dec. 19, at daylight.  
Osaka (via Nagasaki, Kobe, Inland Sea and Yokohama) WEDNESDAY, Jan. 9, 1895, at daylight.

The Steamship GAELIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 21st November, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

General Invoice to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,  
Acting Agent.

Hongkong, October 31, 1894. 1746



## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for EATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship ROSETTA, Captain G. W. F. Brown, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 8th November, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the CARTHAGE, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 1st DECEMBER, 1894.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) and for Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed ad Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,  
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 25, 1894. 1725

**NORDDEUTSCHER LLOYD**

## NOTICE.

**STEAM FOR**  
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIQ PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHERN CALIFORNIA AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA, Comdr. O. P. MAXWELL, R.N.R., WEDNESDAY, 28th Nov. EMPEROR OF JAPAN, Comdr. G. A. LEE, R.N.R., WEDNESDAY, 26th Dec. EMPEROR OF CHINA, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 23rd Jan./95.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

Victoria ..... | Tuesday | November 6.

Taon ..... | Tuesday | December 11.

Sik ..... | Tuesday | Jan. 1/95.

Victoria ..... | Tuesday | Jan. 22/95.

Taon ..... | Tuesday | Feb. 20/95.

## Intimations.

**SANTAL-MIDY.**

The pure Essence of Santal obtained by Midy's process from the best Myro wood.

**SANTAL-MIDY** entirely different from the santon oil of the Indian Bazaar, is superior to Copal, Cuban, or injections, and free from all bad smell or other inconveniences.

**SANTAL-MIDY** cures all diseases of the urinary organs in either sex in 48 hours.

**SANTAL-MIDY** is contained in small round Capsules, each of which bears the name **(AUDY)** in black letters, without which none are genuine.

**SANTAL-MIDY** Beware of Imitations. All other Capsules or mixtures contain impurities, resins, oils, &c., and are worse than useless.

**SANTAL-MIDY** is sold by all druggists and medicine dealers throughout the world.

Paris: 8, Rue Vivienne, B.

For Sale by A. WATSON & Co., Chemists.

Hongkong, November 5, 1894. 1678

For Sale by A. WATSON & Co., Chemists.

1894.

**CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.**

**1894.**

**SAFETY—SPEED—PUNCTUALITY.**

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

THRU CANADA AND THE UNITED STATES.

(Call of SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamship, 6,000 Tons, 10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA, Comdr. O. P. MAXWELL, R.N.R., WEDNESDAY, 28th Nov.

EMPEROR OF JAPAN, Comdr. G. A. LEE, R.N.R., WEDNESDAY, 26th Dec.

EMPEROR OF CHINA, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 23rd Jan./95.

**SANTAL-MIDY.**

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing to

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Green Island. Vessels near the Hongkong shore are marked **a**, near the Kowloon shore **b**, and those in the body of the Harbour **c**.

Shipping or midway between each shore are marked **c**, in conjunction with the figures denoting the sections.

SECTION.

- From Green Island to the Gas Works.
- From Gas Works to Blue Buildings.
- From Blue Buildings to East Point.
- From East Point to North Point.
- From North Point to Kowloon Wharf.
- From Kowloon Wharf to the Naval Yard.

SECTION.

- From Naval Yard to Blue Buildings.
- From Blue Buildings to East Point.
- From East Point to North Point.
- From North Point to Kowloon Wharf.
- From Kowloon Wharf to the Naval Yard.

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SECTION.